TABLE 25 – CORRIDORS: INTERSTATE CLEAN TRANSPORTATION CORRIDOR

INTERSTATE CLEAN TRANSPORTATION CORRIDOR

The goal of this Table Talk discussion is to examine how clean corridors can expand the market for alternative fuels and enhance the efforts of local Clean Cities Coalitions. Using the Interstate Clean Transportation Corridor as a case-study, we will examine the challenges faced in developing clean corridors and how they can be addressed and overcome.

How Clean Corridors Expand and Enhance Clean Cities

The *Clean Cities Program*, a locally-based *government/industry* partnership coordinated by the U.S. Department of Energy, has been essential to the expansion of alternative fuel vehicles (AFVs) and supporting infrastructure. Despite its many successes, the *Clean Cities Program* does have inherent limitations. Because *Clean Cities* is locally-based, it is extremely difficult for any one coalition to target fleets which operate between major metropolitan areas and states. For this reason, medium- and heavy-duty long-haul trucks can be overlooked by the *Clean Cities Program*.

These vehicles represent both the fastest growing sector of petroleum-based fuel consumption and are the source of the most damaging air pollutants. In California, diesel consumption is growing at five times the rate of gasoline demand. In particular, the rapid growth of fuel consumption in the trucking industry (a leading consumer of petroleum products) exacerbates the country's imprudent reliance on foreign oil. Oil imports already make up over 60% of the nation's foreign trade deficit. If present trends continue, the U.S. will be dependent on foreign sources of petroleum for 63% of its demand by 2010.

Additionally, public health officials estimate that particulate matter (of which medium- and heavy-duty diesel vehicle exhaust is a leading source) contributes to the deaths of nearly 50,000 Americans annually, increased mortality in the nation's most polluted cities by as much as 17 percent, and costs the nation over $5.9 billion every year in increased health care costs.

Connecting *Clean Cities* through clean corridors will help to increase the kinds of vehicles which can be targeted for transition to clean, alternative fuels. Always the source of a significant portion of the region's air pollution, several factors continue to increase the overall contribution of the trucking industry to the region's air quality problems. First, air pollution regulations on stationary sources and light-duty vehicles have been very successful, and their proportional and actual contribution to the region's pollution inventory has been dropping for two decades. Second, the decline of the country's railroads since the end of the Second World War has been accompanied by a rapid increase in the use of heavy duty diesel trucks to transport the nation's goods. Finally, rapid growth in the West has been accompanied by even greater growth in the need for goods movement, increasing the number of trucks on the road and the distances they travel.

Corridors permit local *Clean Cities Programs* to reach vehicles in the goods movement sector which present very real opportunities (because of their centralized fueling practices, high mileage and prodigious fuel consumption) for cost-effective AFV deployment. Local delivery AFVs can help support infrastructure developed which, in turn, supports the corridor, thus creating a logical link between inter- and intra-city freight movement. Successful corridor development will, therefore, greatly enhance the *Clean Cities Programs* along the corridor.

ICTC Achievements

Since its inception in January, 1996, the Interstate Clean Transportation Corridor (ICTC) Project has been the nation's most successful public-private partnership dedicated to accelerating the market penetration of clean AFVs in interstate goods movement. The ICTC seeks to foster AFV deployment and alternative fuel infrastructure development that will link Los Angeles, the San Joaquin Valley, Sacramento, San Francisco, Las Vegas, Reno and Salt Lake City along I-80, I-5, CA-99, I-10 and I-15. At present, ***ICTC staff have helped to secure over $6.3 million in funding to:***

- ***build nine natural gas fueling stations in California and Nevada (Buena Park, Coalinga, Fresno, Glendale, Las Vegas, Reno, Riverside, Santa Fe Springs, Tulare); and***
- ***deploy 119 heavy-duty and 160 light duty natural gas vehicles (NGVs) to use these stations***.

The first two ICTC-supported natural gas fueling stations should be in operation by Fall 1999, with 42 natural gas tractors utilizing this infrastructure. Almost $3 million in additional funding proposals have either been submitted or are in development that will result in the deployment of 70 more natural gas trucks and development of an two more natural gas fueling stations in the region. ICTC staff are moving us closer towards ***our goal of fostering the establishment of 20 natural gas fueling stations and deployment of 375 NGVs to utilize this infrastructure*** that will help to:

- ***Reduce emissions of NOx and PM by over 300 tons annually over the 1998 HDV emissions standards for NOx and PM.***
- ***Displace nearly 4 million gallons of diesel per year.***

Increasing Awareness of Heavy-Duty AFVs

In order to foster project development, the ICTC actively sought to increase awareness of heavy-duty AFVs among truck fleet operators in the region. To date, the ICTC has:

- Brought together nearly 1,000 participants, including over 200 truck and transit fleet operators, at three national ICTC conferences (Las Vegas, Los Angeles and Riverside) and local ICTC briefings (Fresno, Victorville, Pomona) to increase awareness about heavy-duty alternative fuel vehicle and fueling technologies and available project funding. These workshops have helped to provide the impetus for several vehicle deployment projects.

Working with **Harris Ranch Feeding Company**, **Lucky Stores, Inc.**, **Ralphs Grocery Company**, **Stater Bros. Markets**, **The Vons Companies, Inc.**, and many others, the ICTC Project, in less than there years, has become a model public-private partnership for the implementation of alternative fuel, heavy-duty vehicle projects for the entire nation.